

25X1A

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COUNTRY: Germany (Soviet Zone) REPORT NO: [REDACTED]

TOPIC: Schoenefeld Airfield

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EVALUATION: [REDACTED] 25X1A PLACE OBTAINED: [REDACTED]

DATE OF CONTENT: [REDACTED]

DATE OBTAINED: [REDACTED] DATE PREPARED: 16 October 1951

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RETURN TO CIA

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1. Between 6 and 11 September 1951, the following flying activity by Soviet commercial planes flying the Berlin-Moscow airline was observed at Schoenefeld airfield. :

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Date	Time	Flying Activity	Aircraft
6 September	6:25 a.m.	Take-off	1 IL-12
	3:05 p.m.	Landing	1 "
7 September	6:35 a.m.	Take-off	1 "
	3:05 p.m.	Landing	1 "
8 September	6:20 a.m.	Take-off	1 "
	3:05 p.m.	Landing	1 "
9 September	6:20 a.m.	Take-off	1 "
11 September	3:00 p.m.	Landing	1 "

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Three Chinese who arrived with the last plane were picked up by sedan

2. During the same period, the following flying activity at the field by aircraft of the satellite states was observed:

Day	Time	Flying Activity	Aircraft	Markings on Aircraft
6 September	2 p.m.	Landing	1 LI-2	Polske Line SP-LKB inscribed on fuselage; red-white flag painted on rudder assembly; red antenna
	4 p.m.	Take-off		

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Day	Time	Flying Activity	Aircraft	Markings on Aircraft
6 September	2:45 p.m.	Landing	1 IL-12	Polske Line SP-LCD in-
	3:45 p.m.	Take-off		scribed on fuselage; red-white flag painted on rudder assembly
7 September	11:24 a.m.	Landing	1 LI-2	Polske Line SP-LMC in-
	11:50 a.m.	Take-off		scribed on fuselage; white-red flag painted on rudder assembly
	4:05 p.m.	Landing	1 IL-12	OK-BBC inscribed on fuse-
	4:45 p.m.	Take-off		lage; blue-white-red flag painted on rudder assembly
10 September	12:20 p.m.	Take-off	1 LI-2	Polske Line SP-LKB in-
				scribed on fuselage; red- white flag painted on rudder assembly
	2:45 p.m.	Landing	1 IL-12	Polske Line SP-LMA inscribed
	5:20 p.m.	Take-off		on fuselage; white-red flag painted on rudder assembly

3. Military aircraft observed at the field included: 5 biplanes with the numbers [REDACTED] and 2 olive drab twin-engine planes with three-bladed propellers, including one with the yellow number [REDACTED]. Those were parked on the apron at 4:30 p.m. on 6 September; 1 twin-engine olive drab plane with the door at the left side, which was parked on the southern edge of the field, and 1 twin-engine olive drab plane with the inscription [REDACTED] on its fuselage and the door on the left side, which were parked in hangar No 11 on 10 September; and 1 twin-engine olive drab plane with the yellow number [REDACTED] on its rudder assembly, a three-bladed propeller, and the door on the left side which taxied to hardstand No 35 at 4 p.m. on 11 September. Hangar No 15 was empty.

4. Major Volski (fnu), who wore golden epaulets and four golden chevrons on the lower parts of his sleeves, was the political officer of the field. The chief of all Soviet civilians was Kulkov (fnu), who was billeted in building No 50 where Kolevator (fnu), commander of the field, was also quartered. Chief of the motion picture theater was Labanov (fnu). The military rank of Kulkov and Labanov was not known. The rooms in building No 41 were converted into a motion-picture theater which has been in operation since 28 August 1951. A Soviet Air Force sergeant operated the motion-picture projector. Only those soldiers who had moved from Diepensee to building No 41 in Schoenefeld on 18 June 1951 frequented the new motion-picture theater. They were no longer allowed to attend performances in the other theater in the club. *

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The report confirms that the airfield is still used by commercial planes of the satellite states. To date, aircraft of the Aeroflot, Lot (?) CSA and Tabco Airlines have been observed. The field is also used by individual transports and courier planes. Major Volski and Colonel Kolevator were previously reported. [REDACTED] For key to buildings, see annex to

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